

I. Listing of Claims

Please amend the Claims as follows:

1. (Currently Amended) A side impact airbag for installation in a motor vehicle which is capable of responding differently to a large and a small motor vehicle occupant striking the airbag in a side-on collision, the airbag comprising: at least one chamber; wherein the chamber includes an outflow opening and a closing element that is configured to block or throttle the flow of an inflation gas filing the chamber through the outflow opening and out of the chamber, the airbag and closing element located within the motor vehicle such that in the side-on collision, the closing element is not engaged by the small occupant contacting the airbag and is engaged by the larger occupant contacting the airbag, wherein when the closing element is not engaged gas flow through the outflow opening is enabled to reduce gas pressure in the chamber, and when the closing element is engaged the gas flow through the outflow opening is restricted, wherein the airbag forms a main chamber arranged to be adjacent to a thorax area of the vehicle occupant, and the chamber is in the form of an auxiliary chamber positioned on top of the main chamber, and wherein the outflow opening is formed by the auxiliary chamber, the main chamber has a lower outer impact surface for being directly impacted by the thorax area of the vehicle occupant, and the auxiliary chamber has an upper outer surface for being directly impacted by the thorax area of the larger occupant to engage the closing element and for not being directly impacted by the thorax area of the smaller occupant to not engage the closing element.

2. (Cancelled)

3. (Currently Amended) An airbag according to Claim ~~[[2]]~~ 1, wherein a pelvic chamber is located on the bottom of the main chamber, adjacent to a pelvic area of a vehicle occupant.

4. (Currently Amended) An airbag according to ~~claim 2~~ Claim 1, wherein the auxiliary chamber includes an inner chamber with an inner fabric layer and an outer chamber with an outer fabric layer;

the outer fabric layer being connected in sections with a fabric of the main chamber and the connecting opening being located between an outer fabric layer and the fabric of the main chamber;

the inner fabric layer includes a valve opening, through which the gas flow can stream from the outer chamber into the inner chamber and from there to the outflow opening.

5. (Previously Presented) An airbag according to Claim 4 wherein a section of the outer fabric layer is configured as a closing element for the valve opening.

6. (Previously Presented) An airbag according to Claim 4 wherein the inner and outer fabric layers of the auxiliary chambers are basically tubular in shape.

7. (Previously Presented) An airbag according to Claim 1 wherein the closing element is formed by a covering fabric.

8. (Currently Amended) An airbag according to Claim [[2]] 1 further comprising the airbag having two auxiliary chambers.

9. (Previously Presented) A side impact airbag for installation in a motor vehicle comprising: at least one main chamber and two auxiliary chambers, whereby the main chamber and the auxiliary chambers are connected with each other by means of a connecting opening;

wherein the auxiliary chambers include an outflow opening and a closing element is configured to block or throttle a gas flow through the outflow opening if at least one of the auxiliary chambers meets an obstacle during expansion of the airbag , each of the two auxiliary chambers including at least two inner fabric layers and the at least two inner fabric layers which lie opposite one another such that when the airbag is fully expanded, an open intermediate layer is present between the two inner fabric layers.

10. (Previously Presented) An airbag according to Claim 9 wherein the two auxiliary chambers are connected with each other by an outer tether.

11. (Previously Presented) An airbag according to Claim 9 wherein the outflow openings of the two auxiliary chambers end in an intermediate area.

12. (Previously Presented) An airbag according to Claim 9 further comprising an exterior cover of the airbag being manufactured of two fabric sections.

13. (Previously Presented) An airbag according to Claim 9 further comprising two outer and two inner fabric layers wherein all four fabric layers are joined to each other in a connection area.